



Coast to Capital LEP Local Transport Board

Sustainability Schemes: Independent
Business Case Assessment

Worthing Sustainable Transport
Package Stage 1 – Worthing
Connectivity Public Realm Scheme
Phase 1

Prepared for
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March 2015

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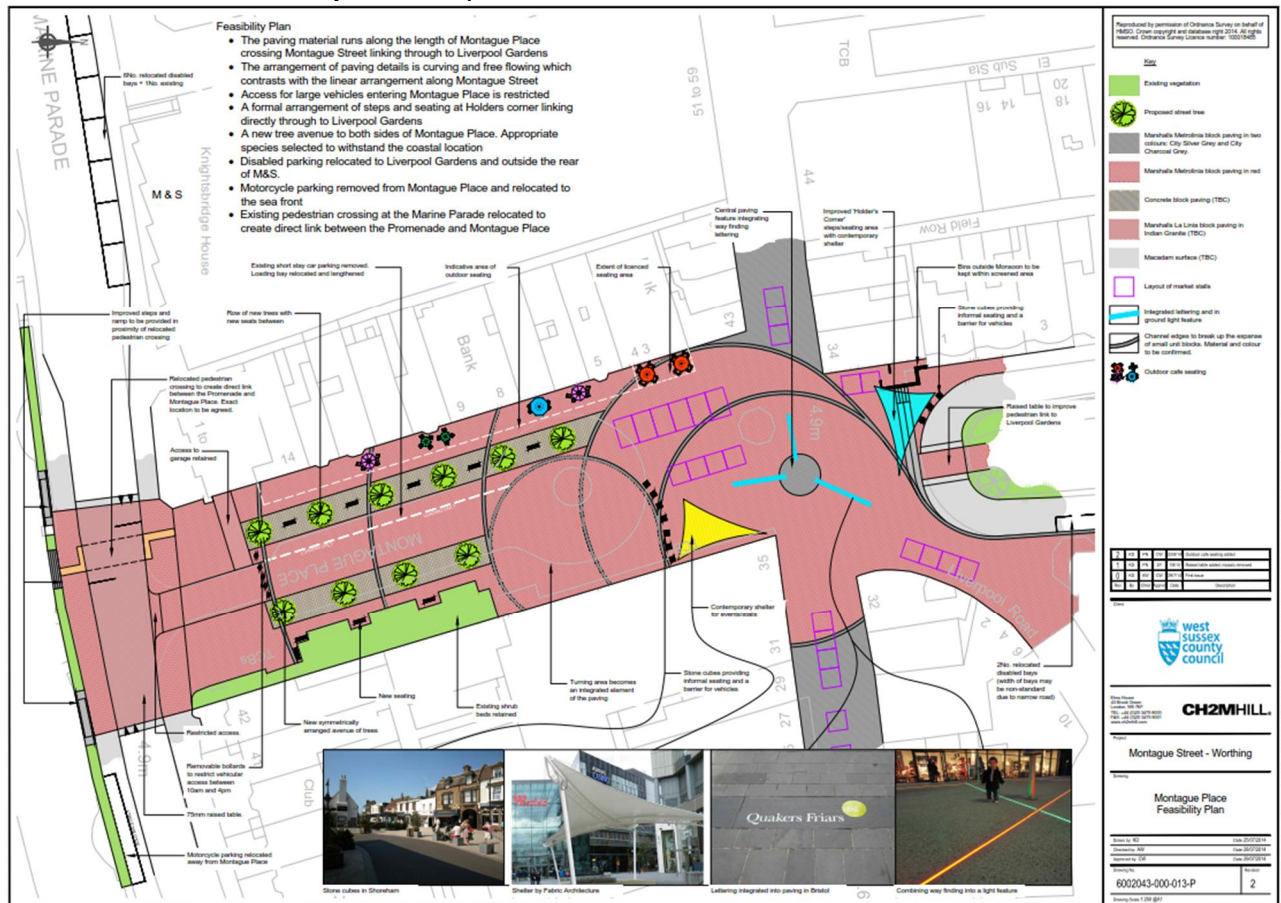
SCHEME SUMMARY

Scheme Name	Worthing Sustainable Transport Package – Stage 1	Date	4 th March 2015
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Scheme Description

The Worthing Sustainable Transport Package aims to deliver a range of transport and urban realm schemes in Worthing. This scheme forms Stage 1 of the overall package of improvements, and includes the following elements:

- Removal of the Rotunda at Montague Place
- Installation of two contemporary shelters for events/stalls
- Construction of a central paving feature integrating way finding lettering
- Installation of stone cubes providing informal seating and a barrier for vehicles
- Construction of a raised table to improve pedestrian link to Liverpool Gardens
- Relocation of disabled bays to Liverpool Gardens and the Sea Front



Scheme Objectives

- The objectives of the scheme are considered to be:
- Improving connectivity of the town centre for pedestrians
 - Enhancing the town centre environment, making a more attractive location and improving the vibrancy of the town centre
 - Supporting economic growth through increasing footfall and turnover
 - Improving safety for pedestrians but improving the pedestrianised surface

FINANCIAL SUMMARY

Main Expenditure Items (£m)	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	Total
Construction Cost	0.39	0.39				0.78
Optimism Bias at 35% (includes allowance for risk)	0.21	0.21				0.42
TOTAL SCHEME COST	0.60	0.60				1.20

A more detailed cost estimate has not been provided. Scheme costs have been pro-rated based on construction programme from January to June 2016.

Scheme Funding	
Funding Source	Funding Amount
Local Growth Fund	£0.80m (67%)
S106 Contribution	£0.12m (10%)
WSCC Capital Budget	£0.28m (23%)
TOTAL	£1.20m

VALUE FOR MONEY STATEMENT

	Assessment	Detail
BCR	3.94	Monetised benefits accrued from growth in rateable values, growth in business rates, growth in construction GVA and growth in operational GVA.
Non-Monetised Impacts	Slight adverse during construction.	There is likely to be some impact to local residents during the construction phase due to noise and vibration.
Key Risks, Sensitivities and Uncertainties	Low risk to overall value-for-money category	Benefits based on wider economic elements. BCR based on full scheme package, not just Stage 1. BCR for Stage 1 in isolation is likely to be lower than BCR for full scheme, but VfM category is considered to be appropriate.
Value for Money Category		High Value for Money

DELIVERABILITY

Key Risks to Delivery

The key risks to the project are considered to be:

- It is not clear that the S106 contribution of £120k is secured
- The scheme designs are at outline stage; detailed designs are currently being developed. The scheme cost estimate may therefore change following this design process
- Potential Local Growth Fund contribution is allocated for 2015/16, whereas the scheme is scheduled for construction from January to June 2016. Delays to this programme could lead to Local Growth funding to be required in 2016/17
- Possible public opposition to impact during construction phase (particularly from local businesses), although this is considered a low risk as public consultation has shown general local support for the scheme

Environmental Impact

The environmental assessment concludes:

- Slight adverse impact due to noise and vibration during construction phase
- Neutral impact on carbon emissions
- Neutral impact on air quality
- Neutral impact on ecology
- Neutral impact on heritage

This review considers that the above assessment is reasonable, with no significant environmental impacts.

SCORING EVALUATION

Criteria (refer to Appendix A)	Application Score	Recommended Score*
Expected economic benefits [transport and scheme related]: <ul style="list-style-type: none"> - Value for money, including BCR (if known) or similar measure. - Expected impact on journey times, reliability and resilience - Encouraging sustainable travel - Expected impact on road safety casualties - Valuing public realm - Other transport benefits 	3	<p>Score = 5</p> <p>Submitted score based on whole scheme. The BCR for the full scheme is 3.94; whilst the BCR for Stage 1 is likely to be lower, it is considered that the scheme would still represent High value-for-money, with a BCR between 2 and 4. A score of 5 is therefore more appropriate.</p>
Expected economic benefits [economic growth]: <ul style="list-style-type: none"> - Retention of existing jobs or creation of new jobs - Unlocking or improving access to new dwellings - Encouragement of new businesses, or 5protection of existing businesses. - Other economic benefits 	5	<p>Score = 2</p> <p>Score based on whole scheme. The scheme will support the retention of existing jobs within the town centre, but will not support the delivery of housing. Based on the scoring criteria, a score of 2 is more appropriate.</p>
Social Distributional Impact: <ul style="list-style-type: none"> - Expected regeneration & deprivation impact - Expected impact on severance, physical activity, accessibility 	4	<p>Score = 4</p> <p>Score based on whole scheme. The scheme will support regeneration within the town and promote economic activity, as well as encouraging physical activity by providing an enhanced environment for pedestrians within the town centre. A score of 4 is appropriate.</p>
Environmental impact: <ul style="list-style-type: none"> - Expected impact on carbon emissions - Expected impact on air quality - Expected impact on noise/natural and urban environment 	3	<p>Score = 4</p> <p>Score based on whole scheme. The scheme is considered to have a neutral impact on carbon emissions, natural environment and air quality, and hence a score of 3 is considered appropriate.</p>
Contribution to the Strategic Economic Plan <ul style="list-style-type: none"> - How does the scheme contribute to the objectives and priorities of the SEP. - The five transport objectives - Contribution to other objectives 	4	<p>Score = 3</p> <p>Score based on whole scheme. The scheme will support the retention of jobs within the town centre and create new jobs during the construction phase and following implementation. The scheme therefore contributes to the SEP aims of supporting business and investment. A score of 3 is therefore considered appropriate.</p>
Local Indicators: Local indicators and circumstances that help to explain the need for the scheme.	The scheme will support job retention and creation in Worthing.	The local indicators are considered appropriate.

*Score recommended by independent business case assessor based on evidence provided in business case and in response to queries during the review process.

Commentary on Scoring

The scores included in the bid document are based on the full scheme rather than just Stage 1. The Stage 1 impact is considered to be lower than that for the full scheme, and as a result the above scores have been adjusted accordingly.

Following the review, a revised score of 18 is considered appropriate.

RECOMMENDATION

Independent Business Case Assessor Recommendations

The Independent Review considers that the scheme is well developed for this stage of the process, and there is sufficient and appropriate evidence to support the business case.

The scheme is considered to represent High value-for-money. The scheme scoring assessment has concluded an overall score of 18.

The reviewer considers that the business case is robust and fit for purpose for a scheme of less than £5m, and recommends that the requested LTB funding of £0.80m is approved for the Worthing Sustainable Transport Package dependent upon the ranking of schemes.

Scoring criteria

Scores	Expected Economic benefits (transport and scheme related)	Expected Economic benefits (economic growth)	Socio-distributional Impact	Environmental Impact	Strategic Economic Plan
Score: 5 [Green]	Expected BCR of 2+ (if known) Significant beneficial impact on transport indicators.	Support for delivery of new jobs, housing & employment floor space in area clearly expected.	Significant positive benefits expected, such as supporting regeneration, improving accessibility, reducing severance and/or promoting physical activity.	Likely to lead to a reduction in carbon emissions and have limited impact on the natural environment and/or air quality and noise standards.	Clear linkage to one or more SEP policies and priorities
Score:3 [Amber]	Expected BCR of 1.5 to 2 (if known) Some, but limited beneficial impact on transport indicators.	Expected to support retention of existing jobs & help deliver some housing.	Some socio-distributional and well-being impacts expected.	Limited or neutral impact on carbon emissions, natural environment and/or air quality shown.	Some linkage to SEP policies and priorities.
Score 1: [Red]	Expected BCR of under 1.5 (if known) Very limited or negative impact on transport indicators.	Very limited linkage with delivery of employment and/or housing expected.	Very limited or negative impact on distributional and well-being impacts expected.	Likely to have a negative impact on carbon emissions, local air quality and/or the natural environment.	Weak link to the SEP.